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Abraham Lincoln

THIS is the Lincoln anniversary. It is one of the anniversaries that with each return there is increased sacredness added to it. The man recedes with the years; his work is more and more magnified. There is not much to show that the masses of men have any special mission in this world. They come up out of the silence, they begin life with a cry; they struggle through it; it ends with a moan, they go back to the silence, and forgetfulness soon closes over their very names. With a few of the race, their lives are such as to stamp their work upon the world, and they are remembered in bronze and marble and in the literature of their age. A very few others leave behind them records which make clear that they, when on earth, were instruments through which men were to be taught new lessons in duty, to be re-called to loftier thoughts; to be made to see that, plan as they may, God rules, and that "The judgments of the Lord are true and righteous altogether."

In the case of Lincoln there was even more. As if to teach men that birth and culture were not essential to the working out of divine plans, Abraham Lincoln was born in squalor and spent his childhood and youth in such poverty as can hardly be comprehended by the average American youth. Thinking of it one is reminded, instinctively, of how the Messiah, selected to tell the world His name and mission, not the scholars of His age, not the mailed warriors who at that time ruled the world, but the bare-footed, unlettered fishermen whom he picked up on the shores of Galilee and of the ocean. And when the Pharisees and Sadducees asked him to show them a sign from heaven, He answered: "When it is evening ye say it will be fair weather, for the heaven is red. And in the morning it will be foul weather for the heaven is red and lowering. Ye know how to discern the face of the heaven; but ye cannot discern the signs of the times." Think of the cultured men who surrounded Lincoln when he went to Washington as President, and see how the above applies. Not only was he born in the extreme of poverty, but there was a shadow on his name, and he was, too, one of the most ungainly of men physically. He lacked every grace of person, every grace of society, every grace of the schools. Who for the first forty years of his life ever dreamed that he was the chosen one to lead his countrymen up into the light, and then to give his life to consecrate the work he had performed?

Nevertheless, a good angel had bent above his rude cradle and touched his lips with a seal of majesty, for his was a heroic soul and his heart was great enough to take in a measureless patriotism and a love that included his whole country and all his countrymen. Moreover, he was given an intellect to grasp everything and make second-class all the wisdom of the schools.

So he fought out the fifty-six years of his life; the struggle from the cradle growing more and more severe, the years bringing ever new burdens for him to pick up and bear, and, uncomplainingly, he bore them until, as sometimes comes to a dying man a surcease of pain, and he talks of his childhood, of birds and of flowers and of the delicious memories that are his, and then suddenly sinks into the last sleep, so to Lincoln there came a day when it seemed to him his bitter trials were at an end, that henceforth there was to be rest and peace and good will, but in the next hour, his great work finished, his call

came, and out of the tragedy of a night, with the dawn, immortality opened its gates for him, and in the radiance that followed his spirit's flight, men, through their tears, saw, for the first time, how really great he was, what their loss was, how surely he had been the instrument in God's hands, to teach his countrymen that "the judgments of the Lord are true and righteous altogether," and that native land and its free institutions were sacred enough for men to live for and if needs be, to die for.

Differences in Methods

IT is conceded that Germany, since the Franco-Prussian war has forged ahead faster than any other foreign power, and today disputes with Great Britain the prestige of the commercial and military world. Moreover, in forty years, she has doubled in material wealth.

One would think that these facts and their causes would be the profound study of the American statesmen. With half the population of the United States, on a not very productive soil; how is it possible that a country has been able to so advance in material strength, as to cause shudders to run up and down the spine of France and to give Great Britain hysterics at least three times a year surely should be a study.

When her war closed with France she received 1,000 millions of dollars as indemnity for the war's losses. That, according to Secretary Wilson, was equal to about one-eighth of the value of the agricultural product of the United States last year. It was only about four times the amount of one of J. Pierpont Morgan's purchases a few days ago.

But the statesmen of Germany figured that the only way their country could sustain their increasing population and accumulate money to meet the demands of the government and people, would be through foreign trade. She had always before bought her ships from Great Britain. She at once established her own ship-yards and dug canals from them to the open sea. She established steam lines between Germany and the world's important ports, and she instructed the commanders of her merchant ships to miss no freights that could be utilized at home, promising at the same time to make good any losses they might be subjected to through such freighting. To keep rugged the health of her young men, to teach them needed discipline, to incite their patriotism, to awaken their self respect and to fit them to meet the duties of life with broadened minds and without fear, either in peace or war, she insisted that they should undergo for a sufficient time the discipline of the army or navy. She impressed upon her manufacturers the fact that to sell goods in foreign lands, they should be of the very best quality, put up in the most attractive forms, and especially adapted to the wants and tastes of the people where they were to be sold. So university graduates were engaged to make new designs and to make new chemical combinations to improve both the quality and attractiveness of their wares to be sold abroad. Merchants were encouraged to establish trading houses in foreign countries, by the promise that German ships should not fail them, but at regular short intervals should give them a sight of the flag of fatherland and should carry to them any goods desired. She soon discovered that the difference between buying and building ships was that, in the first case, the cost of them went out of Germany into the coffers of foreign ship-builders, and was lost to Germany

forever, whereas, when ships were built at home, the money all went to her own miners, ship-builders and artisans and still remained a part of the volume of German money. She soon found, too, that the ships built at home cost less than as though purchased abroad, and the encouragement given her ship architects and artisans caused them to build finer and fleetier ships than had ever been produced abroad. She found, too, that when a load of German manufactured goods went to a foreign country and was traded there for the raw products of such country, which was in the homeward voyage carried to Germany, she had traded a small amount of cheap material, which had been illuminated by German brains, for a large amount of raw material which her own manufacturers needed, and that the freight money out and back, was safe in her own coffers.

This all cost much money, but she was able to meet the cost without raising the rate of taxation, for her manufactures had to be enlarged and improved, more laborers by thousands and tens of thousands had to be employed, the taxable property advanced in value faster than the amount needed to pay current expenses, increased; the rush of her subjects to foreign lands was checked by the increased demand for laborers at home.

The above outlines the means adopted to meet the increasing population, and the intelligent policies which have caused the transformation of Germany and made her the commanding nation of Europe in forty years, on land and on sea.

Our nation has watched this transformation, and has seen, at the same time, our flag disappear from the sea, and at every proposition to imitate her methods have cried out, "You want us to vote money to make men already rich, richer," and this while \$200,000,000 of the people's money, has gone out annually to pay the fares and freights of Americans to foreign ship owners, and when our war navy goes on a junket we have to employ foreign ships to supply them with coal. And despite the immense wealth from mine and field and factory which has come to us during the past twelve years, when the boosters in New York, two years ago, precipitated a panic upon the country, we had to rush frantically to England, France and Germany for loans to help our country out. Who says the American people are a bright people?

The Chance of Half a Century

IN 1857 the old steamship Georgia Low was put in the dock, repaired, re-christened the Central America and put in the California trade, between New York and Aspinwall. She was commanded by Captain W. L. Herndon, one of the most accomplished of the old-day naval officers, one of the most winsome of gentlemen. The Central America was an old side-wheel steamer. She left Aspinwall with 550 souls on board and \$2,500,000 in gold dust from California. She caught a West India hurricane in the Gulf of Mexico and was beaten to death by the storm. The captain and crew made a heroic struggle to keep the ship afloat, but when it was clear that the ship was doomed, all the passengers possible were set adrift in boats and on rafts. Of these 152 were finally saved, some after they had floated 600 miles on rafts. The ship went down, carrying the captain and 397 others. The steamer Kentucky was almost a parallel case. She was an old wooden steamer, bought, patched up and re-christened and started around the continent to be placed in the Yukon trade, where only the